

THIS DOCUMENT IS THE PROPERTY OF HER BRITANNIC MAJESTY'S GOVERNMENT

The circulation of this paper has been strictly limited.

It is issued for the personal use of.....C.G.....

TOP SECRET

Copy No..... 48

COPIES OF THIS DOCUMENT MUST NOT BE MADE WITHOUT THE AUTHORITY OF THE SECRETARY, CHIEFS OF STAFF COMMITTEE

C.O.S. (61)332

LIMITED CIRCULATION

15TH SEPTEMBER, 1961

CHIEFS OF STAFF COMMITTEE

LIVE OAK STATUS REPORT

Note by the Secretary

At their meeting* on Thursday, 14th September, 1961, the Chiefs of Staff took note of the LIVE OAK Status Report attached at Annexes I to III. The Chiefs of Staff also noted that LIVE OAK would be providing the necessary amendments to keep the Status Report up to date.

(Signed) G.S. COLE

MINISTRY OF DEFENCE, S.W.1.

15TH SEPTEMBER, 1961.

• COS(61)61st Meeting, Minute 1E.

TOP SECRET

TOP APPROX

ANNEX I TO C.O.R. (61) 312

SITUATION AS OF 27TH NOVEMBER- 1963

• NOTES: U.K. and U.S. agree that General Norstad can implement "Civil Airlift" without further reference to governments. French position is that implementation authority must remain with Governments.

DEFENSE

XCVI

AIR ACCIDENT CONTINGENCY PLANNING STATUS REPORT

CONTINGENCY	RESPONSE	POSITION OF GOVERNMENTS	STATUS OF ACTION BY 1400 GP	LIVE OAK ACTION/REFERENCE
1. Harassments not affecting flight safety.	<ul style="list-style-type: none"> (a) Continue present civil and military flights. (b) Fighter aircraft excluded from air corridors on political grounds. Legal rights to do so maintained. (c) Continue current practice of flying high FDC Government officials in military transport under instructions to avoid, if possible, landing in East Germany. 	<ul style="list-style-type: none"> Agreed Agreed Agreed current practice. 	<ul style="list-style-type: none"> NIL NIL NIL 	<ul style="list-style-type: none"> NOTED NOTED NOTED
2. Harassments without use of force affecting flight safety.	Continue civil flights as long as practicable from flight safety views.	Agreed	NIL	NOTED
3. a. Airlines and/or technical authorities determine regular civil flights unsafe or impractical.	<ul style="list-style-type: none"> (1) Continue civil flights on reduced scale with military aircraft in uniform. (Flights on this basis may be instituted for individual airlines). General Norstad has discretion to fly probe flights without passengers. (2) Supplement such flights with military transports as practicable and necessary to maintain traffic as required. (3) Civil and military flights under operational control of JACK PINE Command Post. (4) Take action to prevent hi-jacking (armed guards and locked cockpits) of civil aircraft with military crews. (5) Fighters placed on air alert at corridor entrances, if circumstances require. 	<ul style="list-style-type: none"> UK - US agreed position. For the present the UK would only be able to fly civil aircraft probes without passengers. UK discussions are still in progress on the legal, financial and administrative arrangements for flying civil aircraft with passengers and military crews. French position stated in J.a. (7). UK and US consider General Norstad has discretion. French position stated in J.a. (7) UK, UK and French agree for military flights. (French reserve position on civil flights) US and UK agree General Norstad has discretion. French no objection. US and UK agree General Norstad has discretion to implement on basis of JACK PINE II. French position: Decision to use fighters for indirect protection will be taken by Governments with announcement. 	<ul style="list-style-type: none"> The UK to complete legal and financial arrangements with civil air carriers. Embassies/Admiral Group seeking tripartite agreement. Embassies/Admiral Group seeking tripartite agreement. NOTED Embassies/Admiral Group seeking tripartite agreement. 	<ul style="list-style-type: none"> Proposals for inclusion in JACK PINE submitted as SHD 3/0/500 25 Nov 61, Subj: "Operation JACK PINE Expanded." NOTED NOTED NOTED USAFM and RWF actioning JACK PINE II

DEFENS/5/117

XC 249

CONTINGENCY	RESPONSE	POSITION OF GOVERNMENTS	STATUS OF ACTION BY AMB GR	LIVE O.K. ACTION/REFERENCE
(6) Before flights initiated Governments through Ambassadors to Bonn issue statement on following lines: Because of Soviet/GDR action the governments of the US, UK and FRG have found it necessary to assume some additional responsibilities for safe continuation of air traffic to Berlin. Accordingly, the Governments concerned will take appropriate measures to achieve this, including as necessary, the provision of fighter protection, and in some cases, military crews to fly civil transport. The three Government half the Soviet Union responsible for any incidents which follow.	US and UK agree. French position under consideration.	Ambassadorial Group seeking tripartite agreement.	NOTED SHLO 9-00035, 15 Nov 61, to Amb Group.	
(7) French approach Shift to military transport. Continue civil flights without passengers on reduced scale with requisitioned civilian crews.	French Position: shift to unescorted transport while continuing a few civil flights without passengers with requisitioned civilian crews as long as military transports meet with no opposition. Decision to shift to military aircraft will be taken by the French Government.	Ambassadorial Group seeking tripartite agreement.		
3. b. Soviet/GDR physical harassment of civil flights with military crews or military transports.	General Norstad at his discretion authorized to use fighter protection on basis of JCS instructions of 31st August 1961 and JACK PDUE II rules of engagement.	US - UK agreed position. French position: decision to introduce escorts will be taken by governments.	Ambassadorial Group seeking tripartite agreement.	NOTED Proposed amendment to JACK PDUE Rules of Engagement AMR-2-LR. SHLO 9-00040, 25 Nov 61.
4. A civil or military transport is shot down or forced down by military action.	If in these circumstances General Norstad considers it inappropriate to proceed as in 3 above, shift to military transport on a tripartite basis. General Norstad in his discretion may initiate fighter protection on the basis of the JCS instructions of 31 August 1961 and the JACK PDUE II Rules of Engagement. First flight may be unescorted and without passengers. Before flights started, three Governments through their Ambassadors to Bonn would issue appropriate public statement to effect that airlift will continue to be taken to protect transports.	Agreed by US - UK. French position: Shift to military transports should be arranged by three Governments which would point out that military aircraft will be escorted if there are threats to their passage and that there will be a reply in case of attack. The actual decision to introduce escorts will be taken by Government. French position "governing principles": 1. Legitimate defense can be envisaged only in the case of an aircraft which, when attacked in the air, is able to defend itself; this is the individual reply to an attack which is normally admitted. 2. Response in the air should of course be prepared, but such response could actually take place only after agreement between the Govern-	Ambassadorial Group seeking tripartite agreement.	JACK PDUE I and II JCS message of 31 August 1961 referred to under response is understood to be JCS 1329 as amended.

DEFES 5/117

XC 249



CONTINUITY	REVIEWER	POSITION OF GOVERNMENTS	STATUS OF ACTION BY AND OF	LIVE OAK ACTION/REFERENCE
5. Ground-to-air action against flights in corridors by obstacles and surface-to-air firing.	To destroy barrage balloons or other obstacles within the corridors or the Berlin Control Zone which are endangering safety of flight and to attack those ground targets, excluding airfields, in or immediately adjacent to the air corridors which can be specifically identified in the act of firing at Allied aircraft.	US and UK agree General Norstad has discretion to destroy barrage balloons. Governmental decision with respect to attack on ground targets will be made by General Norstad's proposals for expansion of JACK PINE.	Arbitratorial Group seeking tripartite agreement.	NOTED Expansion to JACK PINE proposals. INFO YO/508, 27 Mar 61, Subj: "Operation JACK PINE Expanded."
6. Soviet/GDR measures to endanger flight safety by ECM activity.	Improve VFR capability in area and institute newest ECM equipment and procedures.	French position In the case of balloons which might be flown around Berlin to block our airports, they might have to be destroyed, but this would be done only after government decision and announcement. In the case of ground-to-air attack against air transports or fighters, no decision is made for the moment. General Norstad should be requested to elaborate on the measures he is contemplating before formalizing his plans. French position "governing principles": 1. Legitimate defense can be envisaged only in the case of an aircraft which, when attacked in the air, is able to defend itself; this is the individual reply to an attack which is normally admitted. 2. Measures against the ground should, of course be prepared, but actual response could actually take place only after agreement between the governments concerned.	Agreed by US and FRO. Under urgent consideration by UK and French governments.	NOTED BAMBOO TREE
7a. Expansion of air-to-air or air-to-ground conflicts beyond the level listed above.	Planning by LIVE OAK for large scale military operation with transition from LIVE OAK responsibility to NACO.	Under consideration by Governments.	US to provide requisite information, plans and equipment to accomplish this, subject to conclusion of necessary arrangements between Governments.	Planning now undertaken by NATO.
7b. Planning by LIVE OAK for large scale military operation with transition from LIVE OAK responsibility to NACO.	Planning by LIVE OAK for large scale military operation with transition from LIVE OAK responsibility to NACO.	Under consideration by Governments.	US to provide requisite information, plans and equipment to accomplish this, subject to conclusion of necessary arrangements between Governments.	Planning now undertaken by NATO.
8. In the event of unprovoked armed attack against aircraft engaged in operations under this plan, IMMEDIATE PURSUIT is authorized. IMMEDIATE PURSUIT will be limited to the degree necessary to protect personnel, property, and to achieve the plan objectives. It is subject to the following restrictions: a. IMMEDIATE PURSUIT will not include prolonged pursuit deep into hostile airspace. b. Commanders will not be authorized to organize a pursuing force deliberately. c. IMMEDIATE PURSUIT authority will apply only to specific incidents.	Planning by LIVE OAK for large scale military operation with transition from LIVE OAK responsibility to NACO.	Under consideration by Governments.	US to provide requisite information, plans and equipment to accomplish this, subject to conclusion of necessary arrangements between Governments.	Planning now undertaken by NATO.
9. Fighter aircraft will be under the operational control of the JACK PINE Command Post and will receive instructions through AUFRIESEN CO (Central Corridor) and TELEGRAM CO (Southern Corridor). Communications will be between the flight leader and the CO Controller.	Planning by LIVE OAK for large scale military operation with transition from LIVE OAK responsibility to NACO.	Under consideration by Governments.	US to provide requisite information, plans and equipment to accomplish this, subject to conclusion of necessary arrangements between Governments.	Planning now undertaken by NATO.
10. Tripartite fighters are authorized to engage and open fire on USSR/GDR aircraft only when the latter actually fire at or in the direction of tripartite fighter or transport aircraft, or as may be specifically authorized or directed by CINCUSAFE acting in compliance with instructions of the designated overall commander.	Planning by LIVE OAK for large scale military operation with transition from LIVE OAK responsibility to NACO.	Under consideration by Governments.	US to provide requisite information, plans and equipment to accomplish this, subject to conclusion of necessary arrangements between Governments.	Planning now undertaken by NATO.
11. Any deviation from the above Rules of Engagement required at the time of the operation will be authorized only by CINCUSAFE from the JACK PINE Command Post, acting on the instruction of the designated overall commander.	Planning by LIVE OAK for large scale military operation with transition from LIVE OAK responsibility to NACO.	Under consideration by Governments.	US to provide requisite information, plans and equipment to accomplish this, subject to conclusion of necessary arrangements between Governments.	Planning now undertaken by NATO.

DRAFT 5/17

XC-349

CONTINUITY - US TO UK AND FRO FOR APPROVAL AND INFORMATION